The Bulletins are published weekly throughout the school year (thirty issues) to aid teachers and students in keeping abreast of geography behind current news events.

GEOGRAPHIC SCHOOL BULLETINS

of

The National Geographic Society

WASHINGTON 6, D. C.

The National Geographic Society is a non-profit educational and scientific Society established for the increase of geographic knowledge and its popular diffusion.

VOLUME XXVI — October 27, 1947 — NUMBER 4

1. Bicycle Lack Hampers Netherlands Recovery
2. Yokosuka, Naval Base Port, Turns to Trade
3. Byrd Reports on Navy Antarctic Survey
4. Snail Hordes Threaten Pacific Islands
5. Oil Line May Revive Sidon's Ancient Trade

BRANSON DE COU FROM GALLOWAY

IT'S A BIG DAY WHEN THIS BIG-EYED MIDDLEBURG MISS CAN DON HER BIG HAT

This type of headdress has been worn on festive occasions for centuries by Netherlanders of the Walcheren Island town. Ordinarily, in the lowland cities and even rural areas, only soberly dressed, hard-working people are seen. Today they labor in their country's recovery program (Bulletin No. 1).

COLOR PICTURES FROM THE *NATIONAL GEOGRAPHIC*

Reliable aids in visual education are the many separate color pages from the National Geographic Magazine. *Subjects covered include the United States, foreign countries, and natural history. 48 sheets for 30¢ and 96 sheets for 50¢. Write for subject list and order blank.*

Bulletin No. 1, October 27, 1947

Bicycle Lack Hampers Netherlands Recovery

A PECULIAR postwar transportation problem confronts the Netherlands. In addition to the wartime depletion of railroad cars, trucks, and buses, this land with less than one-third the area of Kentucky lost more than 2,000,000 bicycles.

The bicycle shortage is largely the result of confiscation by the German invaders. The country is not expected to regain its full normal quota of bicycles before 1950.

Even the Queen Was a Pedaler

In prewar days, bicycles provided the most popular transportation in the Netherlands. Bicyclists included high military officers and enlisted men, mothers with children, fur-coated women shoppers, priests, policemen, mechanics with their tools, painters carrying open buckets of paint—all classes and ages pedaled the streets and highways.

Queen Wilhelmina and other members of the royal family frequently rode along the streets of The Hague ('s Gravenhage) on bicycles. In the hinterlands wooden shoes did not diminish the pleasures of cycling.

As noisy as wooden shoes during the war were the bare rims of bicycles that had to go without tires because of the rubber shortage. Some cyclists substituted pieces of old garden hose. Even demountable wooden tires were used to protect rims.

Cyclists in the Netherlands are licensed and obey all motor-traffic regulations, including hand signaling. City merchants provide bicycle racks for shoppers (illustration, next page), and cities have "garages" for bicycles where they are lubricated and kept in condition. Some shops sold bicycle parts. The mechanically minded could buy the makings and build their own machines.

Country Works Hard at Reconstruction

Before the war Netherlands factories produced from 600,000 to 800,000 bicycles annually. They import ball bearings and chains. Orders for $750,000 worth have been placed in the United States and Canada.

Though Netherlanders have outstripped nearly all other Europeans in recovering from war's destruction and postwar disturbances, their country still has regained only about half its prewar prosperity. The government's anti-inflation policies have prevented a black market, but living costs have risen 82 per cent over prewar times.

Only Poland was harder hit by the war, Netherlanders say. Major physical losses were: half the merchant marine, ten per cent of the arable land, 500 highway bridges, 181 railway bridges, and half a million homes.

Most dramatic loss was the *Wieringermeer*, or Northwest Polder, a rich farm area of 50,000 acres reclaimed from the old Zuider Zee at the cost of ten years of labor and $20,000,000. As the Germans withdrew before Allied liberation armies, they blasted the dike and let in the sea

ENTERED AS SECOND-CLASS MATTER APRIL 27, 1943, POST OFFICE, WASHINGTON, D. C., UNDER THE ACT OF MARCH 3, 1879.
COPYRIGHT, 1947, BY THE NATIONAL GEOGRAPHIC SOCIETY. INTERNATIONAL COPYRIGHT SECURED. ALL RIGHTS RESERVED.
SUBSCRIPTION TWENTY-FIVE CENTS FOR THIRTY WEEKLY ISSUES DURING THE SCHOOL YEAR. IN CANADA, FIFTY CENTS.

UMI

ADELBERT BARTLETT

NO TRACE OF SIDON'S ANCIENT COMMERCIAL SUPREMACY SHOWS IN THE DROWSY BAZAAR; COMING OF AN OIL PIPELINE MAY REVIVE AT THE LITTLE MEDITERRANEAN PORT THE TEEMING ACTIVITY IT KNEW IN THE DAYS OF SEAFARING PHOENICIANS (Bulletin No. 5)

Bulletin No. 2, October 27, 1947

Yokosuka, Naval Base Port, Turns to Trade

YOKOSUKA, where Americans plan to "beat swords into plowshares" by turning the former Japanese naval base into a commercial port, offers a well-placed location for a peacetime trade outlet. It was just a step from Yokosuka that Commodore Perry landed in 1853 to inaugurate trade on a big scale between Japan and the Western world.

Framed by scenic hills (illustration, next page) rising on the western shore of the narrow entrance to Tokyo Bay, the port lies near Yokohama at the edge of Japan's largest level farmland and industrial area.

Except for Base, Was Typical Japanese City

This fertile hinterland, the noted Kwanto Plain, has produced much of the nation's food and factory raw materials, such as rice, grain, tea, tobacco, and silk. Its 15,000,000 people range from individual farmers, tilling neat patches of intensively cultivated soil, to the big-city dwellers in Yokohama and Tokyo, just north of Yokosuka.

Apart from its naval and air base operations and wartime industries, Yokosuka was a typical Japanese city of rickshas, tea houses, and souvenir shops. Its traffic was often slowed down by bicycles and occasionally by bullock carts.

It has seen many changes as the principal Japanese area under United States Navy supervision. In and around the city, new roads and buildings have appeared. Parks and playgrounds have been set up, and sanitation facilities installed.

A number of small commercial industries already have been launched to help provide employment for the 230,000 inhabitants of Yokosuka and its immediate vicinity.

In Three Conflicts

In place of the Japanese shipbuilding activities and warplane factories are knitting, toy, and teakettle plants, a paper mill, and the base of a whaling company.

In its military phase, Yokosuka served Japan as a valuable naval station through three major conflicts. Until 1865, it had been only a small fishing village, in spite of its excellent harbor and anchorage facilities.

At that time, the shogunate decided to establish a shipyard there. A few years later, when the imperial restoration took place, the new government took it over for a naval dockyard.

By the time of the Russo-Japanese War in 1905, Yokosuka had become one of Japan's first-class naval stations. In its harbor, after Japanese victory, Admiral Togo's flagship *Mikasa* was permanently anchored on a concrete base as a sight-seeing exhibit.

The Yokosuka station took part in both World War I and II and was severely damaged by bombings during the latter struggle. When the American occupation forces swarmed ashore there after V-J Day, they found factories tunneled in the hillsides, buried hangars, and samples of sea and air fighting craft of all kinds, from one-man submarines to bizarre rocket-propelled, suicide-piloted bombs.

which swept away the buildings of 408 farms and three entire villages.

The walls of huge barns were washed away, and the heavy, steeply gabled roofs sank to the bottom. When the dam was repaired and the plain drained, these roofs were found. Today they are seen all over the polder, temporarily mounted on pillars, providing airy shelter for the crops already coming off the reclaimed land.

The returned farmers live, for the most part, in temporary wooden dwellings. Many are in near-by villages which were not inundated, adding to their normal overcrowdedness. The last of the 500,000 acres flooded by the Germans—5,000 acres on the Island of Walcheren (illustration, cover)—were reclaimed by February, 1946.

The population of the Netherlands, increasing all through the war, now nears the 10,000,000 mark. Living conditions are crowded. There is a construction backlog of 300,000 homes. Practically everything is rationed—food, clothing, automobiles, and bicycles. However, the food supply is now more abundant and varied than for other European countries, and there is virtually no unemployment.

NOTE: The Netherlands is shown on the National Geographic Society's map of Germany and Its Approaches. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

For further information, see "Holland Rises from War and Water," in the *National Geographic Magazine* for February, 1946; "Low Countries Await Liberation," August, 1944*; and "Behind Netherlands Sea Ramparts," September, 1940*. (*Issues marked with an asterisk are included in a special list of Magazines available to teachers in packets of ten for $1.00.*)

See also, in the GEOGRAPHIC SCHOOL BULLETINS, April 30, 1945, "IJssel Meer, Where Germans Are Trapped, Is Netherlands' Former Zuider Zee;" and "Walcheren Island, Sentinel of the Schelde Estuary," November 27, 1944.

MC FALL KERBEY

PARKING IN THE HAGUE CROWDS THE SIDEWALK BUT LEAVES THE CURB CLEAR

Bulletin No. 3, October 27, 1947

Byrd Reports on Navy Antarctic Survey

REAR ADMIRAL RICHARD E. BYRD, summarizing the results of the Navy's 1946-47 Antarctic Expedition, which he headed, stated that it "accomplished more in the way of increasing geographic knowledge of the south polar regions than any other expedition."

The National Geographic Society, in view of its long history of sponsoring polar exploration, devoted most of the October issue of the *National Geographic Magazine* to the noted polar explorer's account. The article is illustrated with many photographs in color and in black and white.

Titanic Laboratory

Admiral Byrd further reported that, together with his three previous Antarctic expeditions, two of which the National Geographic Society helped sponsor, "more was accomplished in geographic discovery than by all other Antarctic expeditions combined."

Describing the Antarctic as a "titanic physical, chemical, and biological laboratory," Admiral Byrd listed many of the accomplishments of the 4,000-man expedition:

"During the flights of our three groups an area more than half as large as the United States was covered. Of this, at least 340,000 square miles never had been seen by man before. It also was possible to explore about 75,000 square miles of ice-strewn ocean where no ship had ever sailed.

"More than 5,400 miles of coastline were discovered, relocated, or confirmed. Counting bays and indentations, the total would be considerably greater.

"Ten new mountain ranges, among them some of the loftiest on earth, were discovered. New archipelagoes, peninsulas, islands, and seas were placed on the map. Some of the world's largest glaciers were found and photographed. Great extensions were made in the known area of the enormous Antarctic plateau, approximately 8,000 to nearly 11,000 feet above sea level, and for the first time part of the vast plateau beyond the South Pole from the direction of the Ross Sea was explored.

Open-water Lakes an Unexpected Discovery

"Out of the whole emerges a new and more accurate picture of the land, which is like a titantic upturned bowl just below the stratosphere with a badly cracked rim of mountain ranges.

"There were unexpected discoveries, such as that of the large ice-free region of open-water lakes near the edge of the continent."

Admiral Byrd, first man to fly over the North Pole and South Pole, said that eventually someone may make money out of the Antarctic continent, nearly as large as South America.

"We know, for example, that there are huge reserves of coal there. The black mountains are full of it. It is impossible at the present stage of exploration even to make a wild guess as to the extent of these deposits.

"But any mining operations, especially when we consider the difficulties of transport, would be fantastically impractical at this time. There

UMI

Sight-seeing Americans stationed at Yokosuka often visit the monument to Commodore Matthew C. Perry, on the coast four and one-half miles down the peninsula. It commemorates the first arrival, on July 14, 1853, of the United States "ambassador" who opened hostile Japan's "closed door." Perry went ashore at this point and handed over President Fillmore's letter to the shogun, Japan's ruler. He said he would come back the next year for the answer. When he returned a treaty was concluded allowing foreigners to trade with Japan.

On a hill rising immediately behind Yokosuka stands the tomb of Will Adams, first Englishman to come to Japan. He arrived in 1600, after shipwreck and calamity had befallen the trading expedition of which he was sailing master. The shogun took a liking to the blunt and gifted Kentishman and held him in friendly captivity until he died. Adams married a Japanese woman and was given the fief of Yokosuka as his own. But he often climbed the hill behind the town to look out to sea toward England. Before he died in 1620 he asked to be buried on this hill.

NOTE: Yokosuka may be located on the Society's map of Japan and Korea.

For additional material on Japan, see "Sunset in the East," in the *National Geographic Magazine* for June, 1946; "Face of Japan," December, 1945; "Behind the Mask of Modern Japan," November, 1945*; and "Japan and the Pacific," April, 1944.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, February 10, 1947, "Japan's Zaibatsu Firms Face Dissolution."

U. S. ARMY AIR FORCES, OFFICIAL

ON A THREE-DIMENSIONAL TERRAIN MODEL, HE POINTS TO A SHIP IN YOKOSUKA'S DOCKS

Such minutely accurate and realistic scale models helped pilots plan wartime bombing runs.

Bulletin No. 4, October 27, 1947

Snail Hordes Threaten Pacific Islands

ORDINARILY snails are humorously regarded as symbols of inept sluggishness, but when they get large enough to eat a whole head of lettuce in one sitting they are no laughing matter. The African snails now taking up where the Japs left off and threatening to overrun many of the Pacific war islands are of this size. They rank among the largest and most prolific of their kind.

Brought in for food when Japanese troops were holding the Marianas and other island groups, this species of mollusk is called *Achatina fulica*. It is as big as a man's fist and its shell is sometimes more than six inches long. Its inroads on the islands' vegetation concern the United States Navy authorities now administering the former Japanese-held archipelagoes.

Know Useful Tricks

The African variety—one of the numerous lung-breathing land snails scattered over the world—is largely vegetarian. These snails eat virtually anything green, and have specialized in the Pacific islands' sweet potatoes and bananas. Some are fond of flowers. Snails have been known to spend much time and effort in reaching a particularly valuable orchid in a naturalist's garden.

Nature has equipped the snail for a number of useful tricks. If its eye-bearing horns are cut off, it can grow more, eyes and all. New teeth come up to replace old worn-out ones in its efficient, rasping "tongue," by which food is captured and shredded. For protection, it carries a fort—its shell—on its back.

Travel, and the dragging of food many times heavier than the snail itself, is made easier by the familiar silver thread of slime, exuded from glands in the creature's "foot." The latter also may serve in time of danger as a door, closed and sealed by mucus after the snail has retreated into its shell. The foot is so tough that the snail can glide across a razor's edge without being cut.

Menace to Health as Well as to Crops

Some snails, such as the Hawaiian tree snail, are limited to a specific locality. The African group, on the other hand, travels the world. Transported to a new environment, one snail can start a colony. Due to its bi-sexual character, the "snail's pace" in reproduction is astronomical. Each snail, needing no mate, can lay hundreds of eggs which hatch in a few days.

The increased snail population in the Pacific is a menace to man's health as well as to his crops. Certain parasites that carry diseases require snails as hosts during one period in their life cycle.

In the Pacific, too, the snail's natural enemies, such as keep down the numbers in other places, have not been available to aid United States Navy authorities in their extermination efforts by poison and other means.

As food, the Japanese reported, African snails did not appeal to

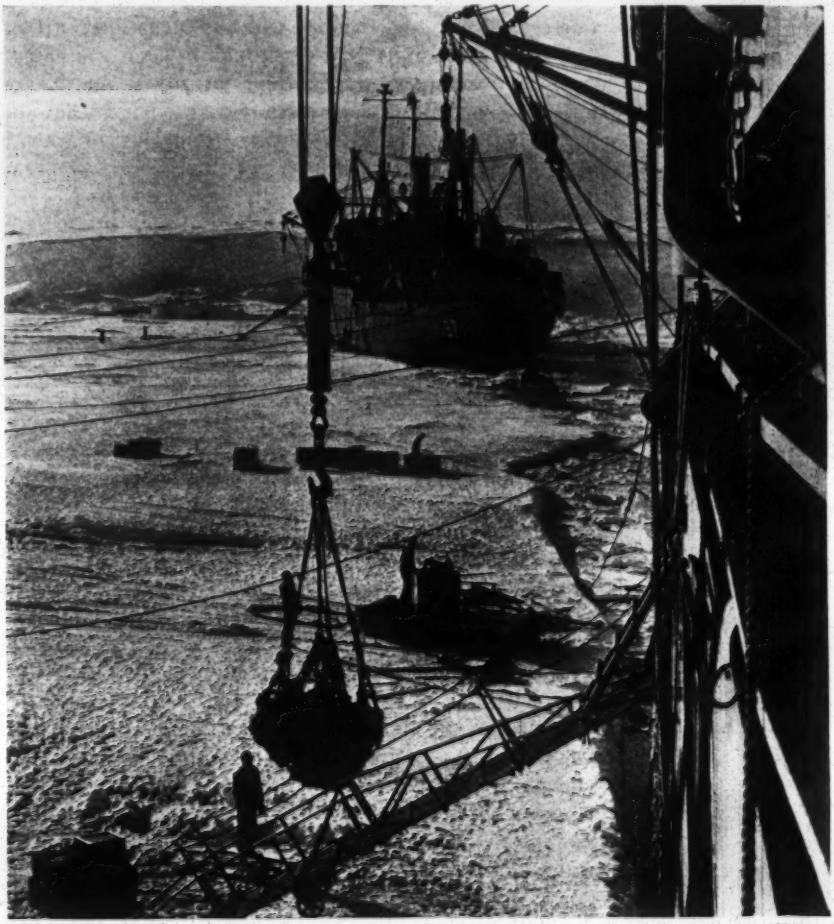
may come a day, however, when the world will need this coal.

"Almost certainly oil will be found under the ice. It is impossible to imagine a large continent without vast mineral wealth of many kinds buried in its rocks.

"I dislike to think of money in connection with Antarctica. It has higher values. This continent and these seas can be looked upon as nature's most sublime work of art. They are poetry, music, painting, architecture, and philosophy all combined."

NOTE: The South Pole may be located on the Society's map of Northern and Southern Hemispheres.

For further information, see "Our Navy Explores Antarctica," in the *National Geographic Magazine*, October, 1947; "My Four Antarctic Expeditions" (Ellsworth), July, 1939; "Exploring the Ice Age in Antarctica," October, 1935*; and "Conquest of Antarctica by Air," August, 1930; and, in the GEOGRAPHIC SCHOOL BULLETINS, December 16, 1946, see "Byrd Again Leads Expedition to Antarctica."



U. S. NAVY, OFFICIAL

THE ICE OF THE BAY OF WHALES MAKES A NATURAL DOCK FOR UNLOADING THE *YANCEY* (foreground) AND *MERRICK*, CARGO SHIPS FOR THE NAVY'S RECENT ANTARCTIC EXPEDITION

new wine," were raised in slave-guarded "snaileries." The ancients also used them in medical concoctions.

Bulletin No. 5, October 27, 1947

Oil Line May Revive Sidon's Ancient Trade

SIDON (Saïda), Lebanon's little port about midway of the Mediterranean's eastern shore, has been selected as terminus for an oil pipeline from Saudi Arabia. This American-backed project forecasts an Aladdin's-lamp rejuvenation for one of the world's most ancient cities—a city whose varied and turbulent history includes several previous revivals following periods of decline.

In the days of the seagoing Phoenicians who founded Sidon more than 3,000 years ago, the city rivaled Tyre as queen of the eastern Mediterranean. From a fishing village, Sidon grew to be a flourishing commercial and artcraft center, noted for its purple-dye and glass industries. Just outside the town looms a hill of murex shells whose soft bodies long ago gave up their secretions to make the "royal purple" for which both Sidon and Tyre were famed. It is also called "Tyrian purple."

Crusader Castle Guards Harbor

Sidon's commercial importance made it desirable prey and it was fought over, besieged, pillaged, destroyed, and then rebuilt by Philistines, Assyrians, Babylonians, the Ptolemies of Egypt, the Arabs, and the Romans. It gave up without a struggle to Alexander the Great. During the Crusades it was four times plundered and burned.

The Crusaders fortified and built up the port. Massive stone ruins are reminders of the 13th century conquerors from Europe. On a small island offshore looms Kal'at el Bahr (Fortress of the Sea), with its two crumbling towers and surrounding wall (illustration, next page). Southeast of the town, Kal'at el Muezzeh, known in the time of the Crusades as the Castle of St. Louis (Louis IX of France), stands sentinel on the road to Tyre. It rises on an artificial mound that dates from the early Greek and Roman eras.

Set amid orange groves and vineyards against the Lebanon hills, modern Sidon is a small market town of narrow arched streets and dark winding alleys. It has fewer than 18,000 people. Most of them are Moslems. There are about 2,000 Christians, and a smaller Jewish group lives in a special quarter.

Cedars of Lebanon Were Early Exports

A synagogue in the Jewish section repeats the architecture of old Galilee synagogues. Overshadowing the low whitewashed houses is the Jami el Kabir (the great mosque) of the Moslems. This was originally a Christian church built by the Knights of St. John in the 13th century.

In its time, Sidon's bazaars (illustration, inside cover) were crowded with fine silks and linens, primitive arms and breastplates, carpets, jeweled ornaments, even war horses and mules. The city once exported the now virtually vanished cedars of Lebanon. These almost legendary trees appear on the flag of Lebanon, and were used to roof King Solomon's temple.

Within the last century, following the development of Beirut, the

their troops. Much of continental Europe, however, long has regarded snails as a delicacy (illustration, below).

There are many species of snails. They live on land, in fresh water, and in salt water. The carrier snail of Borneo makes a cement substance with which it fastens pebbles to its shell for greater protection. "Garden slugs" and "great gray slugs" are shell-less snails. The relationship to their more familiar cousins is seen in their horn-antennae with eyes at the ends.

The repulsive-looking gray slugs, three and four inches long, spend their lives groping through dark, damp places. They were brought to the United States from Europe, where they do serious damage in gardens and orchards.

NOTE: See also, in the *National Geographic Magazine* for August, 1936, "Sea Creatures of Our Atlantic Shores."

F. W. GORO

A FRENCH SNAIL "FARMER" SCRAPES THE HARVEST OFF THE CONCRETE WALLS AT LOW TIDE

These cultivated sea snails fill the spot on French menus that oysters occupy in the United States. Europeans also like the garden variety, gathered by small landowners and shipped as a bounty crop to the big cities. Occasional eating places in America feature the slow-footed mollusk as a delicacy. Snail eating began in early Roman times when the creatures, "fed on a fattening mixture of meal and new wine," were raised in slave-guarded "snaileries." The ancients also used them in medical concoctions.

capital, Sidon has lost much of its commercial importance. It has a good natural harbor, but few shipping facilities. The port that for 200 years was the sea outlet for the rich caravan trade of inland Damascus is now little more than a haven for small fishing boats (illustration, below). Products of the fertile fields and orchards surrounding Sidon furnish the ancient port's modern cargoes. Oranges, lemons, grain, and tobacco are substitutes for the glass and bronze, "purple and fine linen" which the ships of the Phoenicians carried from Sidon centuries ago.

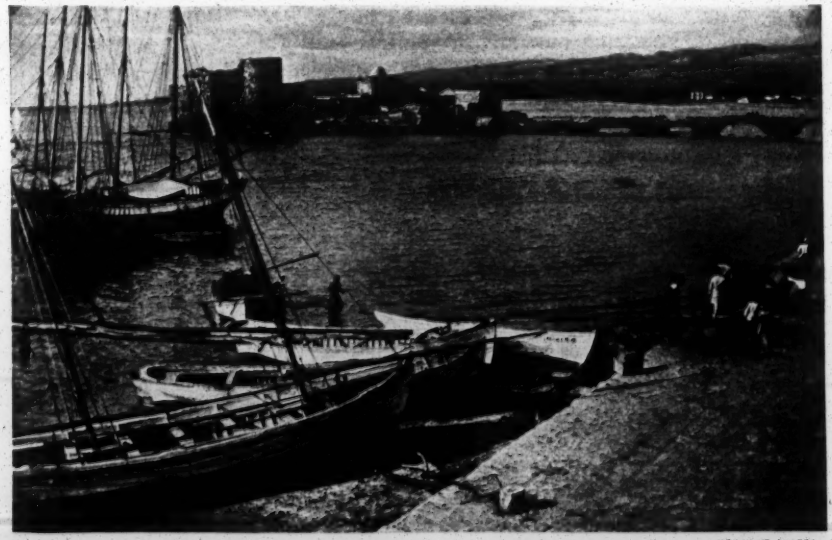
A completely new port is planned to handle the oil flow, which is expected to be very large. The proposed pipeline will reach Sidon from Abqaiq in eastern Saudi Arabia, more than a thousand miles away. After streaking through the Arabian deserts, the route will cross Trans-Jordan, the southwest tip of Syria, and finally the mountainous and narrow coastal land of Lebanon.

The up-to-date works of the new oil center at Sidon will have an incongruous background in the ancient tombs, medieval castles, monasteries, and fortresses that hint at the stirring events once played out on this sun-flooded Mediterranean stage.

NOTE: Sidon appears on the Society's maps of Bible Lands and the Cradle of Civilization, and Central Europe and the Mediterranean.

For additional information, see "Syria and Lebanon Taste Freedom," in the *National Geographic Magazine* for December, 1946; "American Alma Maters in the Near East," August, 1945*; "Road of the Crusaders," December, 1933; and "Skirting the Shores of Sunrise," December, 1926.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, December 3, 1943, "Lebanon, Land of Silk and Cedars."



MELVILLE CHATER

OIL DEVELOPMENT COULD AWAKEN SIDON'S HARBOR FROM ITS SIESTA

Chugging engines of tankers may disturb the quiet of Sidon's sleepy harbor if an oil pipeline goes through according to plan. Fishing boats lie tilted on the beach and ride at anchor where once Phoenician galleys loaded the wares of the Near East for trade with many other Mediterranean ports. Ruins of the old bridge which connected the Crusaders' castle with the mainland are still passable, though only foot traffic can safely negotiate the crumbling causeway leading across the ancient arches.